

Surveyor Thin Unit Summary Sheet

Central Coast Ranger District

General Information

Unit # : 7 **Stand # :** 504068
Legal Location: T.13S., R.9W., Sec. 21 & 28 **Acres:** 1966
Photo Number: Year of Origin:
Unit Designation: Residual TPA Post Harvest: 50 / 70
Recon by/Date: Bunk Spring of 2012

Volume Information

Source of volume estimate: _____ **Estimated Volume:** _____

Special Considerations

	Yes	No		Yes	No
Power Lines		X	Fences		X
Invasive/Sensitive Plants	X		Heritage Sites		X
Dump Sites		X	Meadows		X
Survey Monuments		X	Water Systems		X
Improvements		X	Other		X

Road and Landing Information

Landing	Road Type	Road Length	Road Status		Landing	Road Type	Road Length	Road Status
A	non-system	520' **	Existing					
B	non-system	430'	Existing					
C	non-system	1230'	Existing					
D	non-system	SAA	Existing					
E	non-system	410'	Existing					

Notes

** Landing "A" lies at the highest point of the unit and along an old "tractor" fireline and was likely never used as a haul road. It will take some work to make it suitable for use. Landing B is located at the end of a 430' spur which is in good shape. This spur will only take clearing to make it suitable for use. Landings C and D are located on an old spur 1,230' in length, with landing C being at the terminous. This spur has some slumping or cracking along its length and will take some work to make it suitable for use. Landing E is located at the end of a 410' spur which ends near the northeast corner of the unit. This spur is in good shape and will take little other than clearing to make it suitable for use. The 5285-360 (which runs along the south boundary of unit 6 and the north boundary of unit 7), is in overall good shape, but has one area of slumping not to far from the jct. with the 5285 that will need some work prior to haul on the 360 spur.

Surveyor Thin Unit Summary Sheet

Central Coast Ranger District

General Information

Unit # :	<u>6</u>	Stand # :	<u>504034</u>
Legal Location:	T.13S., R9W., Sec. 21 & 28		Acres:
Photo Number:	Year of Origin:		<u>1979</u>
Unit Designation:	Residual TPA Post Harvest:		<u>75</u>
Recon by/Date:	Bunk Spring of 2012		

Volume Information

Source of volume estimate:	Estimated Volume:
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Special Considerations

	Yes	No		Yes	No
Power Lines	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fences	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Invasive/Sensitive Plants	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Heritage Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Dump Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Meadows	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Survey Monuments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Water Systems	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Improvements	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Other	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Road and Landing Information

Landing	Road Type	Road Length	Road Status		Landing	Road Type	Road Length	Road Status
					K	5285-360		Existing
B	5285-384		Existing		L	5285-360		Existing
C	5285-384		Existing		M	5285		Existing
D	5285-384		Existing					
E	5285-?		Existing					
F	5285-?		Existing					
G	5285-000		Existing					
H	5285-?	630'	Existing					
I	5285-000		Existing					
J	non-system	100'	New					

Notes

Landings B, M, C, and D are located on or adjacent to the 5285 road in wide spots. Landings E, F and H are located on the 5285-??? spur, which is in good shape and will need little other than clearing to make it suitable for use. Landings G and I are located in the 5285 and will take little other than clearing to make them suitable for use. Landing J is serviced by a "new" temp spur off of the 5285-360 and lies on gentle ground. Landings K and L are located along the 5285-360 and will take little other than clearing to make them suitable for use.

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Surveyor Thin Unit Summary Sheet

Central Coast Ranger District

General Information

Unit # :	<u>5</u>	Stand # :	<u>504030</u>
Legal Location:	<u>T.13S., R.9W., Sec.21</u>		Acres:
Photo Number:	Year of Origin:		<u>1965</u>
Unit Designation:	Residual TPA Post Harvest:		<u>45</u>
Recon by/Date:	<u>Bunk Spring of 2012</u>		

Volume Information

Source of volume estimate:	Estimated Volume:
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Special Considerations

	Yes	No		Yes	No
Power Lines	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fences	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Invasive/Sensitive Plants	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Heritage Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Dump Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Meadows	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Survey Monuments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Water Systems	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Improvements	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Other	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Road and Landing Information

Landing	Road Type	Road Length	Road Status		Landing	Road Type	Road Length	Road Status
A	non-system	SAB	New					
B	non-system	780'	New					
C	non-system	400'	Existing					
D	5285		Existing					

Notes

Landing "A" is located about midway along a "new temp" to be constructed to access landing "B". Maximum grades along this spur should not exceed 12% adverse. Spur traverses over gentle ground. Landing "C" is located at the end of an old spur, which is in good shape. The direction of haul is opposite to the road alignment, (for both spurs) creating a situation where it will be necessary to turn the loaded trucks around to get them headed in the right direction for haul. (NOT sure where this would be best accomplished, should ask Mike prior to appraising). Landing D is located on the 5285 in an old landing location.

Surveyor Thin Unit Summary Sheet

Central Coast Ranger District

General Information

Unit # : 4 **Stand # :** 504027
Legal Location: T.13S., R.9W., Sec.21 **Acres:** 1981
Photo Number: **Year of Origin:** 1981
Unit Designation: **Residual TPA Post Harvest:** 70 / 55
Recon by/Date: Bunk Spring of 2012

Volume Information

Source of volume estimate: **Estimated Volume:**

Special Considerations

	Yes	No		Yes	No
Power Lines		X	Fences		X
Invasive/Sensitive Plants		X	Heritage Sites		X
Dump Sites		X	Meadows		X
Survey Monuments		X	Water Systems		X
Improvements		X	Other		X

Road and Landing Information

Landing	Road Type	Road Length	Road Status		Landing	Road Type	Road Length	Road Status
A	5285-000		Existing					
B	non-system	250'	Existing					
C	5285		Existing					

Notes

Landing "A" is located at the north end of the 5285, which is overall in good shape. Landing "B" is located at the end of a 250' old spur that has been used as a waste area for old road waste. The spur and most of the landing has road waste located on them. (The haul up the 5285, will be in the wrong direction for haul on the "new" spur "right of way" and it will be necessary to turn the trucks around, to get them pointed in the right direction for haul. (Should talk to Mike or Rob about the "where to turn the trucks around"). Landing C is located at the jct. with the temp spur into landings A and B for unit 5 and is designed to service the southern part of unit 4 and could take those logs in unit 5 closer to this landing.

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Surveyor Thin Unit Summary Sheet

Central Coast Ranger District

General Information

Unit # :	<u>3</u>	Stand # :	<u>504028</u>
Legal Location:		T.13S., R.9W., Sec.21	Acres:
Photo Number:		Year of Origin:	<u>1966</u>
Unit Designation:		Residual TPA Post Harvest:	<u>50</u>
Recon by/Date:		<u>Bunk Spring of 2012</u>	

Volume Information

Source of volume estimate:	Estimated Volume:
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Special Considerations

	Yes	No		Yes	No
Power Lines	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fences	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Invasive/Sensitive Plants	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Heritage Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Dump Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Meadows	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Survey Monuments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Water Systems	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Improvements	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Other	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Road and Landing Information

Landing	Road Type	Road Length	Road Status		Landing	Road Type	Road Length	Road Status
A	non-system	260'	existing					
B	non-system	SAA						

Notes

Landing B is located on the same old landing (and spur) that landing A is located. This original landing was large and has been used to store road waste and will take some clearing to make landing "B" suitable for use. The spur that will access both these landings could approach the "primary spur of haul" from either of two directions, with what is displayed on the map as being the one with what I believe to align best with facilitating haul for the trucks.

Surveyor Thin Unit Summary Sheet

Central Coast Ranger District

General Information

Unit # :	<u>2</u>	Stand # :	<u>504036</u>
Legal Location:	T.13S., R.9W., Sec. 9		Acres: -
Photo Number:	Year of Origin:		<u>1966</u>
Unit Designation:	Residual TPA Post Harvest:		<u>50</u>
Recon by/Date:	<u>Bunk Spring of 2012</u>		

Volume Information

Source of volume estimate:	Estimated Volume:
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Special Considerations

	Yes	No		Yes	No
Power Lines	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fences	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Invasive/Sensitive Plants	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Heritage Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Dump Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Meadows	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Survey Monuments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Water Systems	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Improvements	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Other	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Road and Landing Information

Landing	Road Type	Road Length	Road Status		Landing	Road Type	Road Length	Road Status
A	non-system	220'	existing					
B	non-system	120'	new					
C	non-system	2,500'	existing					

Notes

The original spur and greatest length accesses landing "C" and is 2,500' in length. This spur is in good condition overall and generally just needs clearing to make it suitable for use. Landing "A" is just a short spur off of the primary spur and traverses over flat ground and will need little other than clearing to make it suitable for use. Landing "B" is located at the end of a "new" temp spur, designed to pick up that area between landings "A" and "C" and some work will be necessary to make this spur and landing.

Surveyor Thin Unit Summary Sheet

Central Coast Ranger District

General Information

Unit # : 1 **Stand # :** 504019
Legal Location: T.13S., R.9W., Sec.18 **Acres:** 74
Photo Number: **Year of Origin:** 1966
Unit Designation: **Residual TPA Post Harvest:** 45
Recon by/Date: Bunk Spring of 2012

Volume Information

Source of volume estimate: **Estimated Volume:**

Special Considerations

	Yes	No		Yes	No
Power Lines		X	Fences		X
Invasive/Sensitive Plants		X	Heritage Sites		X
Dump Sites		X	Meadows		X
Survey Monuments		X	Water Systems		X
Improvements		X	Other		X

Road and Landing Information

Landing	Road Type	Road Length	Road Status		Landing	Road Type	Road Length	Road Status
A	5264				K	non-system	990'	existing
B	5264							
C	5264							
D	5264							
E	non-system	1,020'	existing					
F	5200-390							
G	non-system		existing					
H	5200-390							
I	non-system		existing					
J	5200-390							

Notes

Landings A, B, C and D are located along or in the 5264 road (big waterbar road), in wide spots or turnouts. Landing E is located at the end of an old grownover spur 1,020' feet in length, which will need some work to make it suitable for use. Landings F, H and J are located on or adjacent to the 5200-390 spur (with landing F located at the terminous - a large old landing). Landings G, I and K are located on an old grownover spur 990' in length. This spur has need of repair (culvert replacement, and cracking) prior to use.

